

Chapter One

INTRODUCTORY INFORMATION

Airport Master Plan
Final Program EIR

1.1 INTRODUCTION

The Santa Barbara Airport (Airport) is a City of Santa Barbara-owned and operated facility located in the South Coast region of Santa Barbara County (County) adjacent to the City of Goleta and the University of California, Santa Barbara (UCSB) (**Exhibit 1A**). The approximate 948-acre Airport property is situated roughly eight miles west of downtown Santa Barbara. The Airport is generally bounded by South Los Carneros Road on the west, Hollister Avenue and the Southern Pacific Railroad on the north, South Fairview Avenue on the east, and the UCSB main campus on the south. Regional access to the Terminal occurs from United States (U.S.) Highway 101 (U.S. 101) via Clarence Ward Memorial Boulevard (State Route [SR] 217). The Airport can also be accessed from U.S. 101 via South Fairview Avenue or South Los Carneros Road to Hollister Avenue, which crosses Airport property on its the north side.

The purpose of this Program Environmental Impact Report (EIR) is to provide a programmatic assessment of the Airport's proposed Airport Master Plan (Master Plan) under the *California Environmental Quality Act* (CEQA) (Public Resources Code, §§21000-21177), the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §§15000-15387), and the City of Santa Barbara (City) CEQA Guidelines. The proposed Master Plan provides a programmatic framework that will guide site-specific future Airport actions, but does not authorize, fund, or carry out any project or activity (including ground-disturbing actions). As a result, approval of the proposed Master Plan will not itself cause any direct impacts. There may be implications, or long-term indirect or cumulative environmental consequences, however, from managing the Airport under this programmatic framework and from activities to implement

the proposed Master Plan. The City's adoption of the Airport Master Plan would constitute a 'project' under CEQA. The City of Santa Barbara is the Lead Agency for the proposed plan under CEQA and is responsible for preparation and certification of the Airport Master Plan Program EIR. The draft Master Plan is available for review at www.FlySBA.com or www.SBA.airportstudy.com.

Future development at the Airport under the proposed Master Plan will also be subject to the *National Environmental Policy Act of 1969* (NEPA), CEQA, various Federal and State special purpose laws, and Federal Aviation Administration (FAA) oversight and approval. Before any ground-disturbing actions take place, they must be authorized in subsequent permitting processes including site-specific environmental analyses. In addition, compliance with existing local laws, regulations, and policies will be required of all future development proposals.

1.2 RELATIONSHIP TO CITY OF SANTA BARBARA GENERAL PLAN

In ~~2010~~2011, the City certified a Final Program EIR ~~for Plan Santa Barbara~~ (SCH#2009011031), for the City's ~~proposed~~ General Plan update (General Plan) to guide growth through the year 2030. The Final General Plan EIR addressed several scenarios of growth for the City, and included moderate growth at the Airport in all scenarios. These Airport growth projections were based on the 2003 *Aviation Facilities Plan's* aviation demand forecast which included scenarios for one to four percent annual growth rate of annual enplaned passengers and two percent per year growth in general aviation (GA) aircraft operations.

This current Program EIR on the Airport's Master Plan ~~tiers off of~~ utilizes analysis in the City's 2010 Final General Plan EIR, where appropriate. The City's certified Final General Plan EIR is hereby incorporated by reference and is available for viewing at the City's Planning Division and at the following web address: www.SantaBarbaraCA.gov/gov/plan.asp.

This Master Plan Program EIR is intended to allow the planning for future development projects at the Airport, as shown on the Master Plan's recommended development concept plan and proposed Capital Financial Plan, and to streamline each project's individual environmental analysis by incorporating the analysis and recommended mitigation measures from this Program EIR, as appropriate. The State CEQA Guidelines, §15168, states that a Program EIR is "an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

Geographically,

- (1) As logical parts in the chain of contemplated actions,
- (2) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- (3) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."



Exhibit 1A
AIRPORT LOCATION
AND VICINITY MAP

An airport master plan typically requires some baseline assumptions that are used throughout the analysis. The baseline assumptions identified for the Airport's proposed Master Plan include:

- The Airport will continue to operate as a publicly owned primary commercial service airport through the planning period.
- The Airport will continue to support scheduled commercial airline activities.
- The Airport will continue to serve general aviation and corporate business aviation based tenants and transient operations.
- The aviation industry on the national level will grow as forecast by the FAA in its annual Aerospace Forecasts.
- The socioeconomic characteristics of the region will grow as forecast by local and regional agencies.
- A Federal program will be in place through the planning period to assist in funding future capital development needs.

1.3 INITIAL STUDY FINDINGS AND ENVIRONMENTAL SCOPING

An Initial Study was completed on the Airport's proposed Master Plan in June 2014. Based on the findings of this study, an EIR was deemed the appropriate action under CEQA and a Notice of Preparation (NOP) was published in the *Santa Barbara News Press* on June 19, 2014, and distributed through the State Clearinghouse on June 26, 2014. The official review period for the Initial Study began on June 26, 2014, and ended on July 25, 2014. The Initial Study concluded that Potentially Significant Impacts could occur as a result of the proposed project in the following areas:

- Air Quality/Greenhouse Gas Emissions (Construction only)
- Biological Resources
- Cultural Resources
- Geology and Soils/Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Public Utilities (Solid Waste Disposal) (Cumulative)
- Transportation/Traffic

The project's Initial Study was included in the Draft [Program](#) EIR as Appendix A.

An Environmental Scoping hearing was conducted on July 24, 2014, at a properly noticed City Planning Commission meeting. Three members of the public provided comment at the hearing, but also submitted their comments in writing. As a result of the hearing and the NOP, the City

received a total of eight comment letters or emails. Agencies or organizations that submitted comment letters included: City of Goleta; Santa Barbara County Council of Governments (SBCAG); Native American Heritage Commission (NAHC); Goleta Slough Management Committee (GSMC); Santa Barbara Audubon Society; and California Department of Fish and Wildlife (CDFW).

The following items were requested to be included in the EIR:

- Impacts on land uses, characteristics, and policies of the City of Goleta due to its proximity to the Airport;
- Inclusion of information necessary for SBCAG (as the airport land use commission) to make a determination regarding the proposed Airport Master Plan's consistency with the Airport Land Use Compatibility Plan;
- A full traffic analysis evaluating any traffic impacts to surrounding streets and roads as well as SR 217 and U.S. 101;
- Provisions for the identification and evaluation of accidentally discovered archaeological resources, pursuant to CEQA §15064.5(f) and other applicable regulations, and coordination, as necessary, with the NAHC;
- In-depth analysis of impacts to resources of the Goleta Slough, including impacts of the proposed Taxiway H ~~extension~~Airfield Safety Project, perimeter fence improvements, an increase in impervious surfaces, and the alteration or degradation of existing drainage patterns;
- Mitigation measures that include improvement of habitat values of the Goleta Slough;
- Discussion of cumulative impacts from area plans, policies and projects;
- Discussion of consistency with Local Coastal Program (LCP) plans, policies, and zoning;
- Discussion of increased flooding due to sea level rise and an evaluation of an Airport relocation strategy.

Two pilots also submitted comments regarding safety issues at the Airport. One stated his support of the Taxiway H ~~Airfield Safety Project~~extension due to safety concerns; the other recommended the use of engineered materials arresting systems (EMAS) at the end of the runways.

All of the issues brought up in the EIR scoping comments are being addressed at some level in the proposed Master Plan itself or in this Program EIR. However, it is not feasible to undertake hydrological, hydrochemical, or biological modeling or quantitative analysis of impacts to habitat values of the Slough at this time. Although the proposed Master Plan provides a "conceptual" development plan for future airport projects over a 20-year timeframe, it does not include any type of design.

Construction impacts, such as grading and noise, drainage, and operational impacts of individual projects must be addressed at a project-specific level at the time that an individual project is proposed. Detailed analysis of any cumulative impacts to Slough resources must also be conducted at that time. These future projects will be subject to evaluation under both Federal and State environmental regulations (i.e., NEPA and CEQA, respectively) prior to the approval of Federal and/or State funding as well as before the issuance of local, City, or coastal development permits.

This EIR does include programmatic mitigation measures to be applied to future individual projects, as warranted.

1.4 PUBLIC AND AGENCY REVIEW OF THE DRAFT AND RECIRCULATED DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORTS

During the 45-day public review period on the Draft Program EIR, from August 31, 2015 through October 16, 2015, the City of Santa Barbara received two written comment letters. Requests were then made by several additional agencies or organizations for a two-week extension of the public review period, which was granted. A total of 11 written comment letters were received by October 30, 2015. In addition, four oral comments were received – one at an Airport Commission meeting, held on September 16, 2015, and three at a City Planning Commission hearing, held on October 1, 2015. All comment letters on the Draft Program EIR and responses to comments are contained in Appendix A of this Final Program EIR.

~~Text and exhibit edits have been made in this Recirculated Draft EIR in response to the comments received on the Draft EIR. These text (and exhibit) edits have been primarily to:~~

Text and exhibit edits to the Draft Program EIR were addressed in a Recirculated Draft Program EIR in response to the comments received on the Draft Program EIR. These text (and exhibit) edits were primarily to:

- provide clarification (text and exhibits);
- update information that ~~has had~~ become available since the publication of the Draft Program EIR;
- provide additional analysis and mitigation for impacts to Biological Resources;
- address recent court cases regarding the treatment of sea level rise under CEQA;
- provide additional analysis and mitigation for impacts to Land Use and Planning;
- update the analysis and mitigation of Transportation/Traffic using the City of Goleta's TRAFFIX traffic impact analysis software and Santa Barbara County Association of Governments' (SBCAG) *Congestion Management Plan* conventions; and

- incorporate all revisions into summary sections of the Recirculated Draft Program EIR.

~~The following Recirculated Draft EIR contains only those chapters and sections of the Draft EIR that have been revised. Exhibits in each of the sections of this Recirculated Draft EIR have also been included. The exhibits that have been revised are marked as such.~~

~~Following an additional 45-day public review period on this Recirculated Draft EIR, a Final EIR will be prepared that includes the comments received during both public review periods. Responses to all comments will be provided; however, duplicate comments will only be responded to once.~~

The Recirculated Draft Program EIR contained only those chapters and sections of the Draft Program EIR that were revised. Exhibits in each of the sections of the Recirculated Draft Program EIR were also included, with the revised exhibits marked as such.

The Recirculated Draft Program EIR was made available for public and agency comment from July 15, 2016, to September 13, 2016. Public comment on the Recirculated Draft Program EIR was also received at an Airport Commission meeting on July 20, 2016, and a City Planning Commission hearing on September 1, 2016. A total of 16 written comment letters or emails and three oral comments were received. Two of the oral comments received were followed up with submittal of the comments in writing. All comment letters on the Recirculated Draft Program EIR and responses to comments are contained in **Appendix B** of this Final Program EIR. Text edits have been made to the Final Program EIR in response to comments.

Chapter Two

PROJECT DESCRIPTION

Airport Master Plan
Final Program EIR

2.1 PROJECT OBJECTIVES

The primary objective of the Santa Barbara Airport (Airport) Master Plan (Master Plan) is to provide the City of Santa Barbara (City) with guidance for future development which will satisfy aviation demand at the Airport while protecting the environment. Accomplishing this objective requires an evaluation of the existing airport so as to make a determination of what actions should be taken to maintain an adequate, safe, and reliable airport facility. The completed Master Plan will detail a program for future capital needs to aid in planning, scheduling, and budgeting.

The City's Airport Department has identified specific goals to be considered in the Master Plan that include:

- Relocation of general aviation facilities and new general aviation improvements.
- Airfield safety improvements.
- Consolidation of automobile parking associated with the Terminal.
- Terminal expansion.

The Master Plan relies on Federal Aviation Administration (FAA)-approved forecasts (approval date: November 13, 2012) of aviation activity at the Airport and provides development scenarios for the short term (2017), intermediate term (2022) and long term (2032). If these growth assumptions are not fully realized, the phasing of recommended improvements would be adjusted to meet actual demand at the Airport. In addition, these development scenarios are not only reflective of the level of activity forecast to occur at the Airport, but are dependent on Federal and State funding cycles and the availability of grant money for aviation projects. Refer to Chapter Two of the Master Plan for a detailed discussion of the Master Plan's forecast methodology and conclusions and to Chapter Six for the Master Plan's proposed Capital Improvement Program (CIP).

2.1.1 Forecast Aviation Activity

Forecast aviation demand for the Airport for three development scenarios identified in the Master Plan are provided in **Exhibit 2A** and are the basis for the cumulative analysis of certain environmental impact categories within this Environmental Impact Report (EIR) such as air emissions and traffic projections. The Master Plan assumes that total operations at the Airport would increase at an average annual rate of 0.6 percent through the forecast period, while enplanements would increase by 2.8 percent annually. The growth in enplanements would occur primarily through increased load factors and average seat capacity on presently occurring flights. Air carrier operational growth is anticipated to be minimal.

Average annual growth in based aircraft and general aviation operations are anticipated to grow at a rate of 1.6 percent and 0.7 percent, respectively. The fleet mix of based aircraft at the Airport is expected to follow a nationwide fleet mix shift from smaller single- and multi-engine piston aircraft towards more business class, turbine-powered aircraft. Business jets based at the Airport are expected to grow 4.5 percent annually.

Air taxi operations are expected to follow national growth trends of 1.7 percent average annual growth, while military activity at the Airport is expected to be only a small factor (approximately one percent of total operations in 2032).

As previously stated in Section 1.2, the City's General Plan considers "moderate growth" at the Airport that was based on the 2003 *Aviation Facilities Plan's* aviation demand forecast which included scenarios for one to four percent annual growth rate of annual enplaned passengers and two percent per year growth in general aviation (GA) aircraft operations. The above forecasted growth projections fall within the City's General Plan assumptions for the Airport.

2.2 PROJECT DESCRIPTION

The proposed Master Plan provides guidance for the Airport's overall development for the next 20 years, i.e., 2012 to 2032. This development is discussed by subarea within the Airport in Section 2.2.2. No actual development projects are proposed at this time. Any future

**AVIATION DEMAND
FORECAST SUMMARY**

	2011	2017	2022	2032
ENPLANEMENTS & AIR CARGO				
Annual Enplanements	365,769	440,000	503,400	657,000
Air Cargo (tons)	2,058	2,600	2,800	3,400
ANNUAL OPERATIONS				
Itinerant				
Air Carrier	21,442	22,200	22,600	25,000
Air Cargo	430	540	600	700
Other Air Taxi	4,307	4,800	5,200	6,100
General Aviation	43,581	45,000	48,300	53,800
Military	<u>1,135</u>	<u>1,200</u>	<u>1,200</u>	<u>1,200</u>
Total Itinerant	70,895	73,740	77,900	86,800
Local				
General Aviation	37,132	39,000	41,300	46,100
Military	<u>258</u>	<u>250</u>	<u>250</u>	<u>250</u>
Total Local	37,390	39,250	41,550	46,350
Total Annual Operations	108,285	112,990	119,450	133,150
BASED AIRCRAFT				
Single Engine	125	132	135	144
Multi-Engine Piston	13	12	9	7
Turboprop	8	10	12	15
Jet	22	28	37	55
Helicopter	5	7	8	10
Other	5	5	5	5
Total Based Aircraft	178	194	206	236

PEAK ACTIVITY PROJECTIONS

	2011	2017	2022	2032
AIRLINE ENPLANEMENTS				
Annual Enplanements	365,769	440,000	503,400	657,000
Peak Month	34,685	42,240	48,326	63,072
Design Day	1,119	1,389	1,590	2,075
Design Hour	222	275	315	411
AIRLINE OPERATIONS				
Annual	21,442	22,200	22,600	25,000
Peak Month	1,916	2,437	2,481	2,744
Design Day	62	80	82	90
Design Hour	10	13	13	14
GENERAL AVIATION OPERATIONS				
Annual Operations	80,713	84,000	89,600	99,900
Peak Month	7,519	8,988	9,587	10,689
Busy Day	341	408	435	485
Design Day	247	296	315	352
Design Hour	27	33	35	39
TOTAL AIRPORT OPERATIONS				
Annual	108,285	112,990	119,450	133,150
Peak Month	10,004	11,525	12,184	13,581
Design Day	329	379	401	447
Design Hour	31	36	38	42

development subsequent to approval of the Master Plan would be fully addressed under both the *National Environmental Policy Act (NEPA) of 1969* and the *California Environmental Quality Act (CEQA)* and State of California (State) CEQA Guidelines, as appropriate.

2.2.1 Recommended Development Concept Overview

The overall development concept of the Master Plan is shown in **Exhibit 2B**. Development projects at the Airport would be focused in one of three areas: airfield safety improvements; landside redevelopment north of Runway 7-25; or improvements around the Terminal. No new development is proposed in the Master Plan for the Airport Industrial Area specific planning area located north of Hollister Avenue.

In 2011, the Airport was operating at 48 percent of its annual service volume (ASV)¹; FAA recommends that when an airport reaches 60 percent of its total ASV then capacity-increasing development should be considered. The Airport is not expected to reach an operational level within the Master Plan's 20-year planning horizon that would require capacity-increasing improvements.

Recommended Airfield Development

Recommended airfield safety projects are highlighted on **Exhibit 2C**. Improvements to Runway 7-25 involve the extension of Taxiway H to the Runway 7 threshold to provide a full-length parallel taxiway on the north side of the runway and the construction of two new taxiway connectors. The existing glideslope antenna would be relocated to allow for the taxiway extension. The purpose of these improvements is to increase taxiway circulation safety and efficiency of the Airport (see Appendix A, [Recirculated Draft Program EIR](#), which contains FAA's Local Runway Safety Action Plan for the Airport, dated April 19, 2012). By providing a full-length parallel taxiway north of Runway 7-25, aircraft utilizing the north general aviation ramps would no longer have to cross the active primary runway to get to the Runway 7 threshold.

Exhibit 2D shows the expected disturbance area for this recommended airfield safety project. The new taxiway would be 50 feet wide with 20-foot shoulders; an associated taxiway object free area (TOFA) would extend 93 feet on each side of the taxiway centerline. Including the area necessary for relocation of the existing glideslope antenna, an approximate 12.4-acre area would be disturbed with a net increase of approximately five acres of impervious surface. (This net increase in impervious area includes the removal of approximately 1.14 acres of pavement associated with the existing north general aviation apron to provide improved taxiway connection design from Runway 7 to the apron area.) The existing taxiway would be extended westerly approximately 2,350 feet and would result in the permanent loss of approximately 6.1 acres of existing habitat due to the installation of pavement for the taxiway and taxiway shoulders. The remainder the disturbance area would be graded to FAA taxiway safety

¹ Annual Service Volume (ASV) is defined as the number of annual aircraft operations that may be accommodated by the runway system at an airport.

standards, but could then be allowed to revegetate with vegetation similar to what is currently present (i.e., brome grass).

On Taxiway G, paved islands would be marked and lighted adjacent to either side of Runway 7-25 at its eastern end as well as at the northern end of crosswind Runways 15R and 15L. The purpose of the paved islands is to remove unnecessary pavement width at intersections between taxiways and the runways. When these intersections are too wide, important airfield signage has to be located too far from the areas of aircraft movement. By reducing the pavement width in these areas, airfield signage would be easier for pilots to use effectively. In addition, flush-mounted hold marking lighting is planned at the entrances to Runways 15R and 15L to increase situational awareness for pilots to help mitigate runway incursions.

The Runway 15L threshold is currently displaced by 217 feet. This displacement was originally put in place to account for a building north of Hollister Avenue that obstructed the approach path to the runway. The obstructing building has since been demolished. Therefore, the displaced threshold is planned to be removed so that the full runway length (4,178 feet) can be utilized for landing operations.

Avigation easements would be acquired over portions of the runway protection zones (RPZs) for crosswind Runways 15R-33L and 15L-33R that occur off the Airport north of Hollister Avenue and south of the Airport over Ward Memorial Boulevard. These easements are necessary to give the Airport control over land use decisions on property near the ends of the runways to prevent incompatible land uses and obstructions that may affect the safe operation of aircraft.

~~For safety reasons, south of Taxiway A,~~ Taxiway B would be realigned to provide a consistent 200-foot separation from Runway 15R-33L as well as additional apron space at the Terminal, and existing connector Taxiway K would be removed. Small changes to pavement and the existing apron would occur in the vicinity of Taxiway E's intersection with the realigned Taxiway B to eliminate direct access to the runway from the apron areas, which will improve the safety and efficiency of this area for aircraft movement (see **Exhibit 2C**). In addition, shoulder pavement is proposed for Taxiways B, D, E, H, and L as well as Runway 15R-33L.

An existing perimeter fence segment at the end of Runway 25 along South Fairview Avenue would also be improved. This fence prevents unauthorized access to the Airport and would be improved to an eight-foot high chain link fence.

Recommended North Landside Development

The proposed north landside development is actually a redevelopment of the area (see **Exhibit 2E**). In order to provide for future expansion of terminal area facilities, general aviation facilities are planned to be consolidated on the north side of the airfield. This would provide distinct and separate functional areas for the primary aviation uses on the Airport. The following changes are proposed to provide the Airport with additional opportunities for revenue and to meet the future needs of general aviation at the Airport, and would occur as funding becomes available and as





Future Taxiway H Pavement - 3.5 Acres
Future Taxiway Shoulder - 2.6 Acres
Taxiway H Disturbance Area - 12.4 Acres
(Does not include pavement to be removed)
Pavement to be removed - 1.14 Acres



Magnetic Declination
12° 45' 40" East (September 25, 2013)
Annual Rate of Change 5.7" W Per Year
0 100 200
SCALE IN FEET

SANTA BARBARA MUNICIPAL AIRPORT
TAXIWAY H
Santa Barbara, California

PLANNED BY: Eric S. Pfeiffer
DETAILED BY: Larry B. Johnson
APPROVED BY: James M. Harris, P.E.

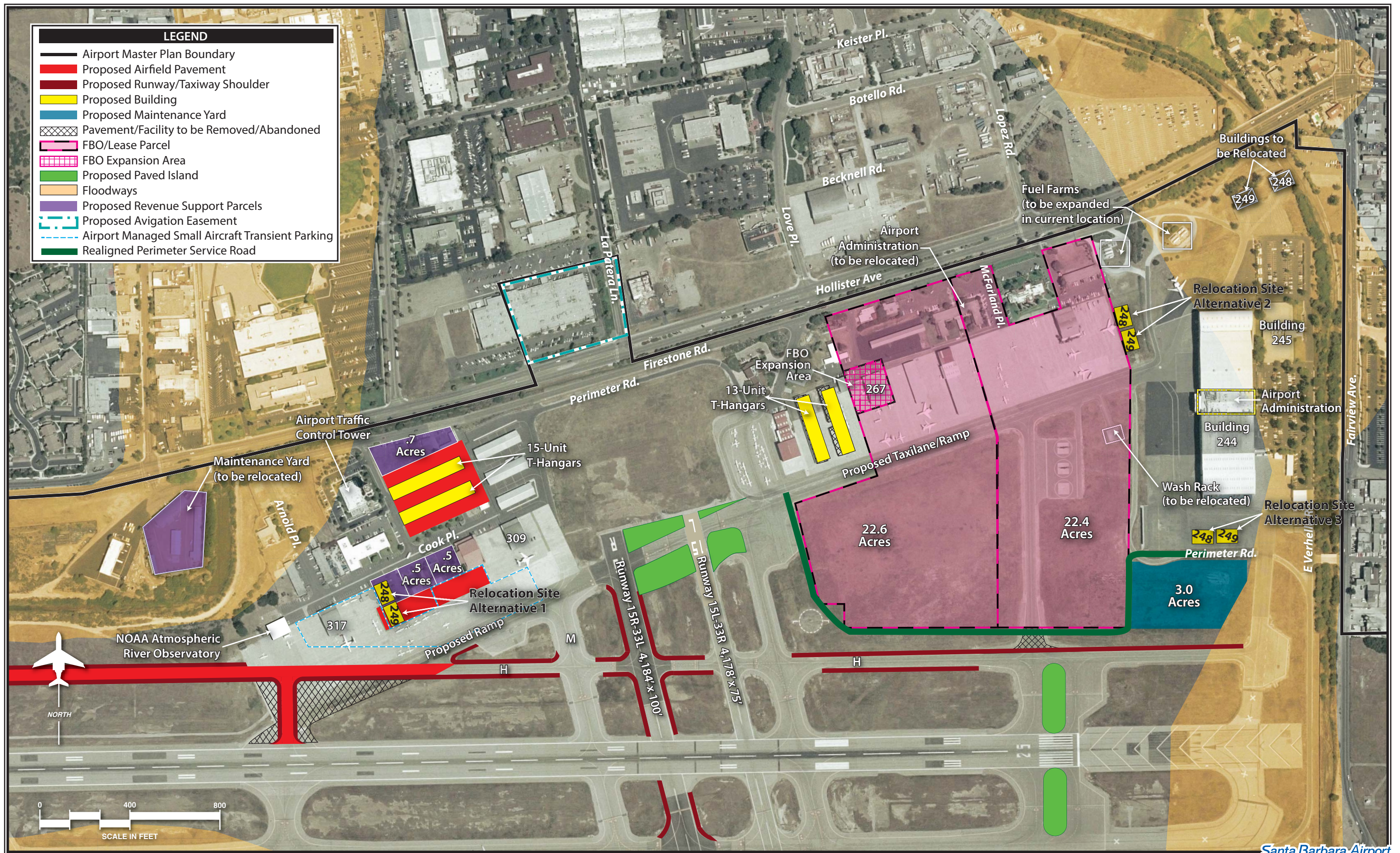


January 23, 2015

SHEET 1 OF 1

Santa Barbara Airport

1	Updated Airport Layout Plan	1/23/15	Coffman	-
2	Revalidated Airport Layout Plan (Approved)	2/9/09	M&H	FAA
3	Updated Airport Layout Plan (Approved)	6/11/97	M&H	FAA
No.	REVISIONS	DATE	BY	APP'D.
THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE F.A.A. ACCEPTANCE OF THIS DOCUMENT BY THE F.A.A. DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.				



increased aviation activity creates a need for the improvement. Some changes are also proposed to address existing unsatisfactory conditions.

On the western side –

- An existing maintenance yard that is currently west of Los Carneros Creek within a Regulatory Floodway would be relocated to an area south of Building 244;
- Airport-managed small aircraft transient parking would be provided on, and adjacent to, the existing north general aviation apron;
- Four new revenue support parcels would be designated along Cecil Cook Place and Norman Firestone Road with a paved connection to the existing north general aviation apron;
- Two 15-unit T-hangars and associated pavement would be constructed north of Cecil Cook Place with a paved connection to the existing apron;
- Buildings 309 and 317 would be retained as historic structures;
- One potential site is identified to relocate historic structures (Buildings 248 and 249) out of the Regulatory Floodway.

On the eastern side –

- Two 13-unit T-hangar facilities would replace existing hangar facilities that are in poor condition;
- Two fixed base operator (FBO) parcels (22.4 and 22.6 acres) would be made available for lease;
- Three existing buildings would be removed within the FBO lease areas to clear ramp space;
- Building 267 would be retained as an historic structure (shown on **Exhibits 2B** and **2E** as a FBO expansion area , indicating that the FBO lessee would have the option of expanding its lease area to include the building under the condition that it be maintained as a historic structure);
- The Airport Administration offices would be relocated to Building 244 in the eastern part of the Airport;
- Two existing fuel farms would be expanded in their current location off of Hollister Avenue to provide additional aboveground storage of Jet A fuel;

- A 3-acre maintenance yard would be constructed to replace the existing maintenance yard that is currently west of Los Carneros Creek;
- Buildings 248 and 249 would be relocated out of the Regulatory Floodway;
- Two potential sites are identified to relocate historic structures (Buildings 248 and 249) out of the Regulatory Floodway.

Recommended Terminal Area Development

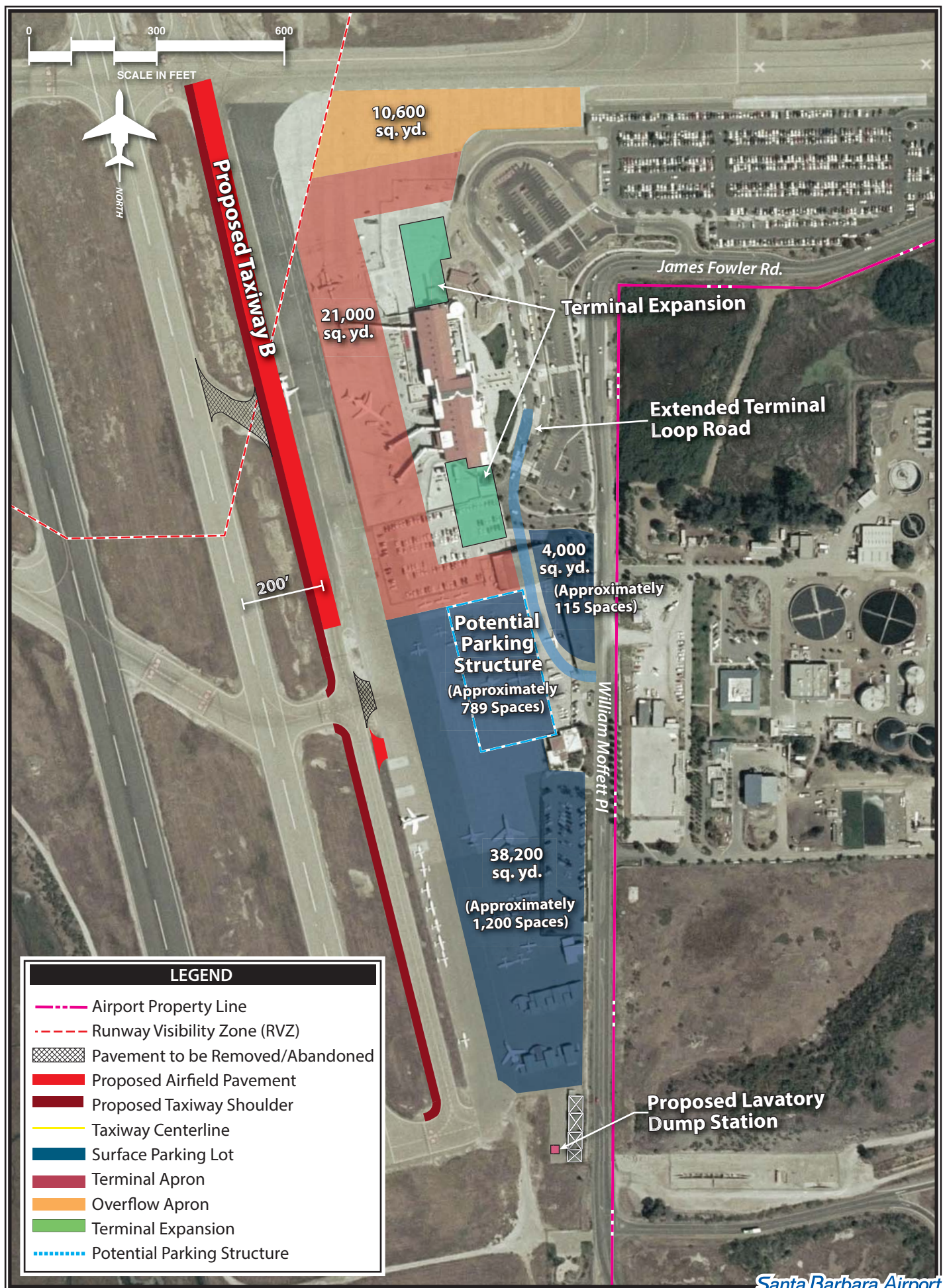
As previously discussed under Recommended Airfield Development and as shown on **Exhibit 2F**, Taxiway B in the vicinity of the Terminal is proposed to be realigned to provide ~~an acceptable~~ consistent separation from Runway 15L-33R as well as additional apron space at the Terminal. In addition, to accommodate forecast activity levels at the Airport, future terminal expansion (16,190 square feet [sf]) may be needed as well as approximately 31,600 square yards (sy) of Terminal and overflow apron. The Master Plan expects that by the long-term enplanement milestone, two additional gates and three passenger loading bridges would be required to fully meet the Airport's needs. The expansion of these facilities would require the relocation of general aviation facilities south of the Terminal to the north side of the airfield as previously mentioned in the Recommended North Landside Development discussion.

If needed, additional parking would be provided by constructing/expanding two surface parking lots. An additional 1,315 parking spaces could be obtained overall. The Terminal's loop road would be extended to access the new surface parking lots and the expanded Terminal.

A lavatory dump station is also planned approximately 200 feet east of the southern end of Taxiway B. This station would improve both Airport safety and efficiency by providing a more convenient site for the disposal of sanitary wastes from commercial airline aircraft. Currently, the only dump station is located on the north side of the Airport and lavatory carts servicing the airlines have to drive across the airfield to access the existing lavatory dump station. This is not only inefficient, but it creates a runway incursion potential.

2.2.2 Proposed Capital Improvement Plan

Exhibit 2G shows a list of potential future projects that might be implemented at the Airport during the planning period of the Master Plan. The exhibit also indicates in which area of the Airport the improvement would be located and what the anticipated timeframe for each project is according to the CIP. These projects are planned to occur within the first five years (years 1-5), the second five years (years 6-10), or the last ten years (years 11-20) of the Master Plan's 20-year planning horizon. As discussed previously, the implementation of the proposed CIP is dependent on the availability of Federal and State funding.



Project Description	AIP Eligible	Local Share	Total Costs
Short Term Program (Years 1-5)			
FY2018 ① Upgrade Airport Security System	\$906,600	\$93,400	\$1,000,000
② GA Pavement Replacement	\$907,000	\$93,000	\$1,000,000
③ Aircraft Rescue and Firefighting Vehicle Replacement	\$747,945	\$77,055	\$825,000
④ Add Passenger Loading Bridge to Terminal	\$-	\$1,200,000	\$1,200,000
FY2019 ⑤ Taxiway H Extension - Design Only	\$2,629,140	\$270,860	\$2,900,000
FY2020 ⑥ Taxiway D and Northeast Pavement Rehabilitation	\$1,909,347	\$195,776	\$2,105,123
⑦ Acquire Avigation Easement (7.4 Acres) for Runway Protection Zone - Phase 1	\$634,620	\$65,380	\$700,000
⑧ Sweeper Replacement	\$226,750	\$23,250	\$250,000
FY2021 ⑨ Extend Taxiway H to Runway 7 Threshold	\$10,185,890	\$1,049,374	\$11,235,264
FY2022 ⑩ Taxiway A, B, C Rehabilitation	\$2,636,030	\$270,288	\$2,906,318
Short Term Program Total	\$20,783,322	\$3,338,383	\$24,121,705
Intermediate Term Program (Years 6-10)			
① Mark/Paint Airfield Islands	\$728,000	\$75,000	\$803,000
② Construct Lavatory Dump Station	\$1,019,018	\$104,982	\$1,124,000
③ Install Trash Compactor at Terminal Building	\$436,981	\$45,019	\$482,000
④ Remove Taxiway K and Realign Taxiway E Stub	\$120,578	\$12,422	\$133,000
⑤ Acquire Avigation Easement (1.3 Acres) for Runway Protection Zone - Phase 2	\$85,220	\$8,780	\$94,000
⑥ GA Pavement Replacement	\$907,000	\$93,000	\$1,000,000
⑦ Mothball Hangars (Buildings #248 & #249)	\$-	\$213,000	\$213,000
⑧ Terminal Facility Addition (5,000 sf to the North)	\$4,730,639	\$487,361	\$5,218,000
⑨ Extend Terminal Loop Road to the South	\$1,043,497	\$107,503	\$1,151,000
⑩ Convert Atlantic Aviation Ramp to Long Term Surface Parking Lot (38,200 sy - Fencing/Marking/Circulation)	\$1,145,942	\$118,058	\$1,264,000
⑪ Expand Short Term Surface Parking Lot (4,000 sy)	\$129,644	\$13,356	\$143,000
⑫ Expand Terminal Apron (7,000 sy) Removing Rental Car Ready/Return Lot	\$1,739,765	\$179,235	\$1,919,000
⑬ Relocate Maintenance Yard Site Preparation/Grading and Extend Utilities, Perimeter Road Realignment	\$5,735,152	\$590,848	\$6,326,000
⑭ Construct T-Hangar Facilities (Two 13-Unit Structures)	\$-	\$3,340,000	\$3,340,000
⑮ Relocate Airport Administration Offices to Building #244	\$-	\$107,000	\$107,000
⑯ Airfield Pavement Maintenance	\$2,407,023	\$247,977	\$2,655,000
Intermediate Term Program Total	\$20,228,459	\$5,743,541	\$25,972,000
Long Term Program (Years 11-20)			
① Terminal Facility Addition (11,200 sf to the South)	\$9,243,694	\$952,306	\$10,196,000
② Realign Taxiway B	\$2,735,212	\$281,788	\$3,017,000
③ Pave Runway 15R-33L and Taxiway E Shoulders	\$1,264,707	\$130,293	\$1,395,000
④ Construct Ramp (5,700 sy)	\$1,485,011	\$152,989	\$1,638,000
⑤ Clear/Grade Site for T-Hangar Facilities	\$-	\$1,550,000	\$1,550,000
⑥ Construct Taxilanes/Ramp for T-Hangar Facilities	\$-	\$5,004,000	\$5,004,000
⑦ Construct T-Hangar Facilities (Two 15-Unit Structures)	\$-	\$3,854,000	\$3,854,000
⑧ Relocate Hangars (Buildings #248 & #249)	\$-	\$3,304,000	\$3,304,000
⑨ Airfield Pavement Maintenance	\$4,814,046	\$495,954	\$5,310,000
Long Term Program Total	\$19,542,670	\$15,725,330	\$35,268,000
TOTAL PROGRAM COSTS	\$60,554,451	\$24,807,254	\$85,361,705

Sources: Master Plan project estimates prepared by Kimley-Horn and Associates in 2013.
SBA Airport Capital Improvement Program (ACIP) 2018-2022, prepared January 31, 2017.
Costs prepared in 2013 have been inflation adjusted to 2017 dollars and reflect current federal funding programs.



Santa Barbara Airport

REVISED

Exhibit 2G
CAPITAL IMPROVEMENT PROGRAM

2.3 REGIONAL SETTING

The Airport is located in the Goleta Valley on the South Coast of Santa Barbara County. Views in the area are dominated by the Santa Ynez Mountains, which form the backdrop for all view sheds to the north. The Airport is surrounded by urban and suburban development to the north and east, open space on the west, and by the University of California, Santa Barbara (UCSB) campus and the Pacific Ocean to its south and southwest.

The majority of the Airport is located within the historic boundaries of Goleta Slough, one of the few remaining saltmarsh habitats in California. Airport development between 1928 and the 1970s resulted in the filling of portions of Goleta Slough to accommodate runways, the conversion of grassland to accommodate a terminal, and the establishment of flood control channels and dikes, all of which caused the formation of basins within Goleta Slough that gradually became cut off from tidal circulation. Approximately half of the wetlands in the Goleta Slough are subject to tidal flow when the Slough mouth is open. Currently, the parts of the Airport not occupied by facilities comprise the major portion of the Goleta Slough Ecological Reserve (GSER) and the Goleta Slough State Marine Conservation Area (GSSMCA).

Most of the Airport is within the 100-year floodplain with two different Regulatory Floodways traversing the property. The only portions of the Airport that are not located within the 100-year floodplain are sections of the Airport Industrial Area located north of Hollister Avenue, a small area of higher elevation along Mesa Road, and the terminal area, which was constructed at a higher elevation to be out of the floodplain.

The Airport, including Goleta Slough, is located within the South Coast watershed, an approximate 416-square mile area that is comprised of smaller watersheds associated with various creeks. Four creeks, Tecolotito, Carneros, Las Vegas and San Pedro, along with designated tidal channels such as Mesa Road Tide Channel, traverse the Airport property. The entire Airport is flat and near sea level. Vegetation consists of pickleweed coastal salt marsh, a tidal estuary, a variety of seasonal wetlands, upland shrub and herbaceous communities, a small amount of woodland habitat, and transitional areas between upland and wetland habitats.

Cultural resources in the Goleta area, and especially in proximity to Goleta Slough, are numerous and include prehistoric and historic-era Native American sites as well as historic-era resources dating back to the late 1800s.

2.4 REQUIRED DISCRETIONARY ACTIONS

The proposed Airport Master Plan requires formal adoption by the City of Santa Barbara City Council. ~~will be required to formally adopt the proposed Airport Master Plan.~~ Based on a preliminary Local Coastal Program (LCP) policy conformance analysis completed as part of this Program EIR, the City will also consider the initiation of an LCP amendment, a City of Santa Barbara General Plan amendment, and a rezone for the portion of a future Taxiway H Airfield Safety Project that would occur within the GSER.

~~An updated Airport Layout Plan has been submitted to the FAA for review and was approved in May 2015. NEPA review will be completed on a project-by-project basis as part of the Airport Improvement Program grant review process.~~

2.5 DISCRETIONARY ACTIONS REQUIRED FOR FUTURE AIRPORT PROJECTS RECOMMENDED BY THE MASTER PLAN ~~OTHER PUBLIC AGENCY APPROVALS REQUIRED~~

Future projects recommended in the Master Plan would require discretionary approvals at the time that they are ready for implementation. For example, the Taxiway H Airfield Safety Project and the relocation of the glideslope antenna, which are related projects proposed to be located within the City's G-S-R/A-A-O (Goleta Slough Reserve/Airport Approach and Operations) zone, would require the approval of a Coastal Development Permit as well as an LCP amendment/rezone and General Plan Amendment. All projects within Goleta Slough, which is part of the California Coastal Commission's (CCC) original jurisdiction, require CCC approval via the Coastal Development Permit process.

If structures or fill is placed in wetlands or other jurisdictional waters of the United States (U.S.), a Section 404 permit under the *Clean Water Act* would be necessary from the U.S. Army Corps of Engineers (USACE). Similarly, projects that would impact waters of the State require a Section 401 Water Quality Certification from the Central Coast Regional Water Quality Control Board (RWQCB).

The California Department of Fish and Wildlife (CDFW) is a Responsible Agency for actions involving the GSER in its role as manager of Title 14-administered lands. Changes to the GSER could involve an amendment to the 1987 Cooperative Agreement between the City of Santa Barbara and CDFW for management of the GSER.² CDFW is also a Trustee Agency for fish and wildlife resources of the State (California Fish and Game Code [CFGC], §§711.7(a) and 1802; Public Resources Code [PRC] §21070; CEQA Guidelines §15386(a)). It has the regulatory authority to issue Lake and Streambed Alteration (LSA) Agreements (CFGC §1600 et seq.) and Incidental Take Permits under the *California Endangered Species Act* [CESA] (CFGC § 2050 et seq.).~~An amendment to the Cooperative Agreement between the City of Santa Barbara and the California Department of Fish and Wildlife (CDFW) for management of the GSER would also be necessary.~~

All ~~actions~~ future airport actions would be subject to ~~future~~ review by the City under CEQA; this programmatic EIR will be used to help determine the appropriate subsequent CEQA review. Future projects will also be evaluated for their conformance to the programmatic mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) of this Final Program EIR.

The following City approvals or resource agency permits may be required for ~~other~~ specific actions occurring subsequent to approval of the Master Plan:

² CDFW is also the manager of the Goleta Slough State Marine Conservation Area, which overlaps a portion of the GSER. However, no recommended Master Plan projects are located within this Marine Conservation Area.

- Actions affecting potential historic properties would require review by the Historic Landmarks Commission;
- Building and landscape plans would require review by the Architectural Board of Review;
- Actions within Special Flood Hazard Areas, including the floodways present at the Airport, would require a City flood development permit or variance per Chapter 22.24, Floodplain Management of the City *Municipal Code*;
- Changes in the amount or location of impervious surfaces at the Airport would need to be incorporated into the Airport's storm water pollution prevention plan (SWPPP) and associated Section 401 *Clean Water Act* permit and may require review and approval by the Regional Water Quality Control Board. The City's Storm Water Management Program (SWMP) would also need to be updated to incorporate the changes; and
- A City-approved Coastal Development Permit would be required for development projects within the Coastal Zone, with the exception of any projects within Goleta Slough, which is part of the ~~California Coastal Commission's (CCC)~~ CCC's Original Jurisdiction and, thus, would require CCC approval.
- ~~• Changes to the Goleta Slough Ecological Reserve require consultation with CDFW; and~~
- ~~• If structures or fill is placed in wetlands or other jurisdictional waters of the United States (U.S.), a Section 404 permit under the Clean Water Act would be necessary from the U.S. Army Corps of Engineers.~~

For Santa Barbara County, the Santa Barbara County Association of Governments (SBCAG) functions as the County's airport land use commission (ALUC). Prior to City certification of this Program EIR, the ALUC will have an opportunity to review and comment on the document. Once the proposed Master Plan has been adopted, SBCAG will be responsible for incorporating any changes into the current Airport Land Use Compatibility Plan (ALUCP) for the Airport. According to California Public Utilities Code (PUC) §21676(c), "each public agency owning any airport within the boundaries of an airport land use commission plan shall, prior to modification of its airport master plan, refer such proposed change to the airport land use commission." The ALUC must then determine whether the proposed airport master plan is consistent or inconsistent with the adopted ALUCP. When an inconsistency exists between a proposed airport master plan and an adopted ALUCP, the ALUC has the option of first modifying its plan to reflect the assumptions and proposals of the airport master plan. This is consistent with the concept that an ALUCP is based on a current airport master plan or airport layout plan (see Section 6.3.4, *California Airport Land Use Planning Handbook* [Caltrans 2011]).

Finally, all future development projects would require FAA approval. FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the U.S. Thus, FAA must ensure that future airport projects do not derogate the safety of aircraft and airport operations at the Airport. Moreover, it is the policy of FAA under Title 49 United States Code (USC) §47101(a)(6) that airport

development projects provide for the protection and enhancement of natural resources and the quality of the environment of the U.S.

FAA is the Lead Agency for airport development projects under the *National Environmental Policy Act* (NEPA). NEPA review is completed by FAA on a project-by-project basis as part of the FAA's Airport Improvement Program grant review process. The City's Airport Layout Plan (ALP) was updated to reflect the proposed Master Plan, submitted to the FAA for review, and conditionally approved in May 2015. A conditional approval from FAA means that future airport projects depicted on the ALP are subject to evaluation under NEPA prior to moving forward.

Chapter Three

PROJECT ALTERNATIVES

Airport Master Plan
Final Program EIR

Section 15126.6 of the *California Environmental Quality Act* (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to a project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the substantial effects of the project, and to evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project and is not required to consider alternatives which are infeasible. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

The CEQA Guidelines require that a “no project” alternative be evaluated, and that an environmentally superior alternative be designated. If the alternative with the fewest or least severe environmental impacts is the “no project” alternative, one of the other alternatives should be designated environmentally superior. Alternative locations to a project must also be considered; however, if the Lead Agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion in the EIR. Where a previous document has sufficiently analyzed a range of reasonable alternative locations and environmental impacts for projects with the same basic purpose, the Lead Agency should review the previous document. The EIR may rely on the previous document to help it assess the feasibility of potential project alternatives to the extent the circumstances remain substantially the same as they relate to the alternative.

The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the Lead Agency but were re-

jected as infeasible during the scoping process and briefly explain the reasons underlying the Lead Agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. If an alternative would cause one or more significant effects in addition to those caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

3.1 SUMMARY OF THE MASTER PLAN ALTERNATIVE ANALYSIS

The primary objective of the Santa Barbara Airport Master Plan (Master Plan) is to provide the City of Santa Barbara (City) with guidance for future development which will satisfy aviation demand at the Airport while protecting the environment. The City's Airport Department has identified specific goals to be considered in the Master Plan that include:

- Relocation of general aviation facilities and new general aviation improvements.
- Airfield safety improvements.
- Consolidation of automobile parking associated with the Terminal.
- Terminal expansion.

Chapter Five of the proposed Master Plan identifies several design alternatives that were reviewed by Airport staff and the Airport Master Plan Advisory Committee (PAC) in the form of draft working papers. These working papers were also made available to the public via a series of public workshops as well as through a link on the Airport's website: www.FlySBA.com. The process utilized in assessing airside and north landside development alternatives involved a detailed analysis of short- and long-term requirements, as well as future growth potential. Current airport design standards were considered at each stage of development. **Exhibit 3A** lists the planning items considered when identifying alternatives based on the Master Plan's overall goals listed above.

Initially, the planners developed two airfield safety improvement alternatives, three terminal area improvement alternatives, and four north landside redevelopment alternatives (refer to Chapter Five of the Master Plan). After several iterations based on PAC and Airport staff input, these initial alternatives were refined and two airfield safety improvement alternatives, two terminal area improvement alternatives, and two north landside redevelopment alternatives were set forth. A summary of the refined alternatives and the potential environmental issues identified for each is provided in **Exhibit 3B**.

AIRFIELD CONSIDERATIONS



- Mitigation of Taxiway “Hot Spots”
- Extend Taxiway H to Runway 7 Threshold
- Exit Locations
- Visual Approach Aid for Runway 15R-33L
- Protection of Runway Protection Zones (RPZs)
- Full-Perimeter Security Fencing

GENERAL AVIATION CONSIDERATIONS



- Consolidation of General Aviation Facilities on North Side
- Aircraft Storage Hangar Needs
- Public General Aviation Parking Needs
- Fuel Storage Needs
- Helicopter Parking
- Locations for New Maintenance Facilities

TERMINAL & OTHER CONSIDERATIONS



- Parking Facility Needs
- Gate Apron and Overflow Parking
- Lavatory Dump Station
- Trash Compactor
- Facility Expansion

Santa Barbara Airport

Summary		Environmental Issues
Airfield Alternatives	1 <ul style="list-style-type: none"> • Extends Taxiway H to Runway 7 threshold • Maintains three-runway airfield • Eliminates Runway 15L displaced threshold • Realigns Taxiway B (200-foot separation from Runway 15R-33L south of Taxiway A) • Reconfigures north end of Runways 15R and 15L to eliminate wide pavement areas 	<ul style="list-style-type: none"> • Taxiway H extension in area zoned as G-S-R, Goleta Slough Reserve
	2 <ul style="list-style-type: none"> • Converts Runway 15L-33R into Taxiway Q • Extends Taxiway H to Runway 7 threshold • Realigns Taxiway B (160-foot separation from proposed Taxiway Q) • Reconfigured north end of Runway 15 and proposed Taxiway Q to remove excess pavement and to construct a bypass taxiway 	<ul style="list-style-type: none"> • Taxiway H extension in area zoned as G-S-R, Goleta Slough Reserve
Terminal Area Alternatives	1 <ul style="list-style-type: none"> • Split north/south expansion of terminal facility and apron • Development of new parking lots south of terminal <ul style="list-style-type: none"> ◦Proposed future parking structure south of terminal once demand calls for its construction (building height up to 40' allowed) ◦New parking spaces without structure: approximately 1,315 ◦New parking spaces with structure: approximately 1,800 ◦Opportunities for premium parking rates, cell phone waiting lot, and/or valet services • Extension of Terminal Loop road to the south • Considers realignment of Taxiway B (as proposed in Refined Airfield Alternative 1) 	<ul style="list-style-type: none"> • Terminal improvements in area mapped as a Moderate Sensitivity Zone for archaeological resources • May require archaeological monitoring during excavation activities
	2 <ul style="list-style-type: none"> • Considers conversion of Runway 15L-33R to Taxiway Q and realignment of Taxiway B (as proposed in Refined Airfield Alternative 2) • Split north/south expansion of terminal facility and apron • Development of parking lots south of terminal <ul style="list-style-type: none"> ◦Proposed future parking structure south of terminal once demand calls for its construction (building height up to 60' allowed) ◦New parking spaces without structure: approximately 1,315 ◦New parking spaces with structure: approximately 2,330 ◦Opportunities for premium parking rates, cell phone waiting lot, and/or valet services • Extension of Terminal Loop road to the south 	<ul style="list-style-type: none"> • Terminal improvements in area mapped as a Moderate Sensitivity Zone for archaeological resources • May require archaeological monitoring during excavation activities
North Landside Alternatives	1 <ul style="list-style-type: none"> • 5.2 acres of FBO development parcels (capable of providing up to 226,500 square feet for terminal/ hangar/parking) • 1.4 acre parcel reserved for restaurant or future conference center • 112,000 square feet of new conventional hangar space • 50,625 square feet of new executive hangar space • Net increase of 112,140 square feet of conventional/ executive hangar space • 56 new T-hangar units (net increase of 24 units) • 15,600 square yards of airport-managed small aircraft transient ramp • 78,000 square yards of new FBO leasable ramp • 7 helicopter parking spaces • Airport administrative offices relocated to Ampersand complex office space • Maintenance yard relocated to facilities along Arnold Place • Existing maintenance facilities to be converted to leasable revenue support parcels • 4.2 acres of FBO development parcels (capable of providing up to 182,950 square feet for terminal/ hangar/parking) • 1.0 acre parcel reserved for restaurant or future conference center • 230,000 square feet of new conventional hangar space (net increase of 199,035 square feet) • 56 new T-hangar units (net increase of 24 units) • 81,150 square yards of new FBO leasable ramp • 11,800 square yards of airport-managed small aircraft transient ramp 	<ul style="list-style-type: none"> • Proposed fuel farm expansion to occur in 100-year floodway. Future expansion or tank replacement will need to be constructed above base flood elevation. • Proposed conventional hangars along Fairview should be constructed outside of 100-year floodway
	2 <ul style="list-style-type: none"> • 8 helicopter parking spaces • Considers conversion of Runway 15L-33R to Taxiway Q • Maintenance yard relocated to land north of proposed Taxiway Q • Existing maintenance facilities to be converted to leasable revenue support parcels 	



Santa Barbara Airport

The recommended development concept plan, as discussed in Section 2.2.2 and shown on Exhibit 2B, was chosen based on Federal Aviation Administration (FAA) design and safety guidance and criteria as well as environmental considerations and includes modified versions of the airfield and terminal area alternatives, and a revised north landside redevelopment alternative (see Exhibits 2C – 2F). The environmental effects of the recommended development concept plan are evaluated at a programmatic level in the various sections of Chapter Four of this Program EIR under the subheadings “Project-Specific Impacts” and “Regional (Cumulative) Impacts.”

3.2 ALTERNATIVES INITIALLY CONSIDERED, BUT ELIMINATED

3.2.1 Demolition of Building Nos. 248 and 249

This alternative was originally recommended in the draft Master Plan and would have demolished existing structures located in the floodway of San Pedro Creek. The buildings in question (General Western Aero Corporation Hangars, Buildings Nos. 248 and 249) are not presently used and, due to their location within the floodway, are not suitable for most airport-related functions. However, based on an historical evaluation of the structures under the *National Environmental Policy Act* (NEPA) and CEQA, the structures are eligible to be listed on both the National Register of Historic Properties (NRHP) and the California Register of Historic Resources (CRHR) and are also eligible as City Landmarks for their architectural merits. Therefore, their demolition would result in significant impacts to historical resources under CEQA and this alternative was removed from consideration.

3.2.2 Demolition of Building Nos. 309 and 317

This alternative was originally recommended in the draft Master Plan. The buildings in question (World War [WW-II] Hangars Nos. 1 and 2, Buildings Nos. 309 and 317) are presently used as hangars, but would have been replaced by additional hangar development in other areas of the north side to improve access to and from the apron. However, based on an historical evaluation of Buildings 309 and 317 under CEQA, the structures are eligible to be listed as City Structures of Merit for their contributions to the development of the Airport and as two of the three only examples of their architectural type in the City of Santa Barbara (see also Section 3.2.3 below). Therefore, their demolition would result in significant impacts to historical resources under CEQA and this alternative was removed from consideration.

3.2.3 Demolition of Building No. 267

This alternative was originally recommended in the draft Master Plan and would have demolished a hangar (WW-II Hangar No. 3, Building No. 267) that is located within an area designated for future fixed base operator (FBO) development. The purpose of this alternative was to provide future FBO lessees with maximum flexibility for the redevelopment of the parcel. However, based on an historical evaluation of the structure under CEQA, Building No. 267 is

eligible to be listed as a City Structure of Merit for its contribution to the development of the Airport and as one of three remaining examples of its architectural type in the City of Santa Barbara (see also Section 3.2.2 above). Therefore, its demolition would result in significant impacts to historical resources under CEQA and this alternative was removed from consideration.

3.2.4 Perimeter Fence Improvements along Mesa Road

This alternative was originally recommended in the draft Master Plan and would have replaced two segments of approximately 1,120 linear feet and 1,280 linear feet of perimeter fencing along Mesa Road at the Airport's boundary with the University of California, Santa Barbara (UCSB). The fence would have been increased from approximately four feet in height to the Airport's normal eight-foot high chain link fencing.

The more westerly segment of existing fence is located within a wooded and scrub area. This area contains known nesting and roosting sites for the white-tailed kite, a State Fully Protected (FP) species. The more easterly segment is located in the Slough within, or adjacent to, habitat for the State endangered Belding's savannah sparrow. Both replacement fence projects have the potential to adversely affect vegetation, and thus wildlife, during construction; however, if done in an environmentally sensitive and responsible manner, no significant adverse impacts should occur. The City's Standard Conditions of Approval include avoidance of nesting birds and tree protection measures to be applied during construction activities.

In the long term, replacement of perimeter fence segments along Mesa Road would provide additional control over not only access to the Airport, but to the sensitive biological resources of the Slough. However, during the environmental scoping process for this EIR, the California Department of Fish and Wildlife (CDFW) and the Goleta Slough Management Committee (GSMC) both commented that the perimeter fence impedes the movement of wildlife through the area. Currently, the Airport's perimeter fence is a barrier to certain small and medium-sized mammals, such as coyotes, gray foxes, and bobcats, which might otherwise enter the Goleta Slough. Replacement of the fence with a higher chain link fence could exacerbate this situation. Therefore, it was determined that impacts related to higher chain link fencing that would restrict wildlife movement in and out of the Slough were potentially significant.

As mitigation, CDFW recommended that the existing fence be modified at key points to achieve a better balance within the Slough to support coyotes, gray foxes, and bobcats as key predators. This mitigation measure would need to be studied further by the Airport and FAA to ensure that such modifications did not hamper security and wildlife hazard management activities. The advisability of the requested mitigation program cannot be fully assessed until the results of the Airport's ongoing wildlife hazards assessment are known.

Therefore, this alternative, i.e., improvements to the perimeter fence along Mesa Road, was removed from consideration as part of this Master Plan. It was determined that it would be better

to reassess the situation in light of the findings of the Airport's ongoing wildlife hazard assessment. The removal of this alternative from consideration at this time was first vetted with the Transportation Security Administration and concurrence was received.

3.3 NO PROJECT ALTERNATIVE

The No Project Alternative essentially considers keeping the Airport in its present condition, rather than providing any type of expansion or improvement to the existing facilities (other than general maintenance projects). The primary result of this alternative would be an inability of the Airport to accommodate the projected aviation demands of the service area, thus, inhibiting the Airport's contribution to economic growth of the South Coast of Santa Barbara County and the local Santa Barbara/Goleta community.

The Airport Department is charged with developing aviation facilities necessary to meet the air transportation and economic development needs of its customers and partners. Aviation demand forecasts and analysis of facility requirements indicate a future need for improved facilities at Santa Barbara Airport related to growing population and economic conditions within the Airport's service area and growth within the aviation industry as a whole. Improvements recommended in the Facility Requirements chapter (Master Plan, Chapter Four) include: airfield improvements to mitigate taxiway "hot spots" and to improve overall operational safety; terminal facility improvements to meet projected enplanement demands including automobile parking capacity; and improvements to meet the needs of general aviation users such as expanded aircraft storage hangar capacity, fixed wing and helicopter parking, and the segregation of these facilities from commercial airline operations to improve operational safety and flow of the airfield.

The No Project Alternative would not support the private businesses that have made investments at Santa Barbara Airport. As these businesses grow, the Airport needs to accommodate the infrastructure needs associated with their growth. Each of the businesses on or adjacent to the Airport provides jobs for local residents, creates positive economic benefits for the community, and pays taxes for local government operations. To propose no further development at Santa Barbara Airport could adversely affect the long-term viability of the Airport, resulting in negative economic effects on the surrounding communities. The No Project Alternative is also inconsistent with the long-term goals of FAA and California Department of Transportation (Caltrans), Division of Aeronautics to enhance local and interstate commerce.

Chapters One and Four of the proposed Master Plan contain an inventory of existing conditions and facilities at the Airport as well as facility requirements needed to meet the aviation demand forecast by the FAA to occur over the next 20 years. **Exhibits 3C and 3D** identify future short- and long-term facility needs at the Airport based on the facility requirements listed in Chapter Four of the Master Plan. Since the No Project Alternative would maintain existing Airport facilities without making any of the improvements recommended by the proposed Master Plan, the facility needs identified in the tables would not be met under this alternative.

In addition, certain aspects of the Master Plan are proposed to ameliorate existing environmental conditions. These issues would not be addressed by the No Project Alternative. The environmental effects of the No Project Alternative are discussed in the various sections of Chapter Four of this EIR under the subheading “Comparative Impacts of Alternatives.”

3.4 ALTERNATIVE LOCATIONS

The Airport is located on 948 acres of a former military facility and has been in existence in some form since the 1940s. Approximately 548 acres of the property are developed with aeronautical uses or an associated Airport Industrial Area (225 acres). The Airport is classified under the National Plan of Integrated Airport Systems (NPIAS) as a small hub, primary commercial service airport with a reported ~~380,151~~ 316,511 total passenger enplanements (boardings) for ~~2011~~ 2015.¹ Capital improvements and financial investments at the Airport have been substantial.

Alternative locations for the Airport would require a comprehensive study that is beyond the scope of this EIR. The proposed project is a Master Plan to accommodate minor redevelopment, safety improvements, and expansion of the existing Terminal to allow its continued safe and efficient functionality through a 20-year planning period. As discussed previously, Section 15126.6 (f)(3) of the CEQA Guidelines states, “An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.” Therefore, alternative locations have not been evaluated further in this EIR.





3.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Implementation of the proposed Master Plan could result in future impacts to potential wetlands and other resources of the Goleta Slough. Local Coastal Program (LCP) and General Plan amendments would be necessary, specifically for the recommended extension of Taxiway H to the Runway 7 threshold, the construction of associated connector taxiways, and the relocation of a glideslope antenna. These actions would occur in an area currently designated as Goleta Slough Natural Reserve and zoned as G-S-R, Goleta Slough Reserve. The Environmentally Superior Alternative would avoid impacts to biological resources in the Slough as well as policy inconsistencies with the Airport’s LCP by not extending Taxiway H (**Exhibit 3E**).

Under the Environmentally Superior Alternative, not all of the safety goals of the proposed Master Plan, including the elimination of Taxiway Hot Spot #1, would be met. The alternative would also restrict the safety and efficiency of the Airport by not providing a complete parallel taxiway on the north side of Runway 7-25. (If a full-length parallel taxiway north of Runway 7-25 is provided, aircraft utilizing the north general aviation ramps would no longer have to cross the active primary runway to get to the Runway 7 threshold.)

¹ FAA Airports, Passenger Boarding (Enplanements) and All-Cargo Data for U.S. Airports (CY 2015 ACAIS). Available at: https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/, accessed March 2017.

	EXISTING	SHORT TERM	LONG TERM
RUNWAYS 	<u>Runway 7-25</u> 6,052' x 150' 110,000# SWL 160,000# DWL 245,000# DTWL ARC C-III <u>Runway 15R-33L</u> 4,183' x 100' 48,000# SWL 63,000# DWL 100,000# DTWL ARC B-I (small airplane exclusive) <u>Runway 15L-33R</u> 4,179' x 75' 35,000# SWL 41,000# DWL 63,000# DTWL ARC B-I (small airplane exclusive)	<u>Runway 7-25</u> ARC D-III <u>Runway 15R-33L</u> Same <u>Runway 15L-33R</u> Same	<u>Runway 7-25</u> Same <u>Runway 15R-33L</u> Same <u>Runway 15L-33R</u> Same
TAXIWAYS 	4 Taxiway Hotspots <u>Runway 7-25</u> 75' wide Full-length Parallel (south side) <u>Runway 15R-33L</u> 50' wide Partial Parallel (west side) <u>Runway 15L-33R</u> 50' wide Full-length Parallel (east side)	Take measures to mitigate taxiway hotspots <u>Runway 7-25</u> Full-length Parallel (north side) <u>Runway 15R-33L</u> Same <u>Runway 15L-33R</u> Same	<u>Runway 7-25</u> Same <u>Runway 15R-33L</u> Same <u>Runway 15L-33R</u> Same
NAVIGATION AIDS 	ATCT/TRACON, ASOS, Lighted Wind Indicator, Segmented Circle, VOR, GPS, Beacon <u>Runway 7-25</u> CAT-I ILS Approach (7) GPS LPV/VNAV/LNAV Approach (7) GPS or VOR Approach (25) PAPI-4 (25) MALSR (7) <u>Runway 15R-33L</u> Visual Runway <u>Runway 15L-33R</u> Visual Runway	Same <u>Runway 7-25</u> Same <u>Runway 15R-33L</u> PAPI-4 <u>Runway 15L-33R</u> Same	Same <u>Runway 7-25</u> Same <u>Runway 15R-33L</u> Same <u>Runway 15L-33R</u> Same
LIGHTING & MARKING 	Basic Taxiway Markings Pilot Controlled Lighting Lighted Airfield Signage MITL <u>Runway 7-25</u> Precision Markings HIRL REIL (25) Distance Remaining Signage <u>Runway 15R-33L</u> Basic Marking MIRL <u>Runway 15L-33R</u> Basic Marking No Runway Edge Lighting System	Same <u>Runway 7-25</u> Same <u>Runway 15R-33L</u> Same <u>Runway 15L-33R</u> Same	Same <u>Runway 7-25</u> Same <u>Runway 15R-33L</u> Same <u>Runway 15L-33R</u> Same
KEY ARC - Airport Reference Code ASOS - Automated Surface Observation System ATCT - Airport Traffic Control Tower CAT - Category DWL - Dual Wheel Loading DTWL - Dual Tandem Wheel Loading GPS - Global Positioning System HIRL - High Intensity Runway Edge Lighting	ILS - Instrument Landing System LNAV - Lateral Navigation LPV - Localizer Performance with Vertical Guidance MALSR - Medium-Intensity Approach Lighting System with Runway Alignment Indicator Lights MIRL - Medium Intensity Runway Edge Lighting MITL - Medium Intensity Taxiway Lighting PAPI - Precision Approach Path Indicator	SWL - Single Wheel Loading REIL - Runway End Identifier Lighting TRACON - Terminal Radar Approach Control VNAV - Vertical Navigation VOR - Very High Frequency Omni-Directional Range	

				
	Available	Short Term	Intermediate Term	Long Term
GENERAL AVIATION TERMINAL AREA REQUIREMENTS				
General Aviation Services Facility Area (s.f.)	--	8,900	9,500	10,500
				
AIRCRAFT HANGAR REQUIREMENTS				
T-Hangar / Port-A-Port Area (s.f.)	85,689	102,000	106,000	113,000
Conventional / Executive Hangar Area (s.f.)	79,917	99,000	150,000	239,000
Maintenance Area (s.f.)	22,882	34,000	36,000	41,000
				
AIRCRAFT PARKING APRON REQUIREMENTS				
Single, Multi-engine Transient Positions		20	21	21
Apron Area (s.y.)	--	12,200	12,400	12,400
Transient Turbine Positions		12	14	17
Apron Area (s.y.)	--	19,100	22,100	27,700
Locally-Based Single, Multi-engine Positions		76	73	76
Apron Area (s.y.)	--	45,700	43,800	45,700
Locally-Based Turbine Positions		17	20	25
Apron Area (s.y.)	--	27,400	31,400	39,200
Helicopter Positions		7	8	10
Apron Area (s.y.)	--	4,400	5,000	6,300
Total Parking Positions	152	132	136	149
Total Apron Area (s.y.)	156,500	108,800	114,700	131,300
SUPPORT FACILITIES				
	Fuel Storage 100LL 24,000 gal. Jet A 84,000 gal.	Fuel Storage 100LL 9,800 gal. Jet A 117,200 gal.	Fuel Storage 100LL 10,300 gal. Jet A 124,000 gal.	Fuel Storage 100LL 11,500 gal. Jet A 138,200 gal.
	Partial Perimeter Security Fencing	Full Perimeter Security Fencing		
	ARFF Index C Equipment			
	Airport Maintenance Complex			
	Paved Perimeter Service Road			
	Aircraft Wash Rack			

Santa Barbara Airport

The environmental effects of the Environmentally Superior Alternative are discussed in the various sections of Chapter Four of this EIR under the subheading “Comparative Impacts of Alternatives.”